

September 21, 2005
MCA-MDT Technical Committee Meeting

Bob Warren opened the meeting with introductions.

NEW BUSINESS FROM MDT

1. **Sulfate Soundness.** Additional changes will be made to the proposed sulfate soundness specification currently out for comment. The revised version will be distributed for comments prior to the next MCA/MDT meeting.

AGENDA ITEMS

1. **Emergency Project.** There was only one bid and it exceeded the engineer's estimate so it was not awarded. It is being broken up and handled by the District.
2. **Flashing Flagger Signs 715.05.** Working with the Traffic Control Committee to develop an end result specification.
3. **Noxious Weeds.** Based on comments received the special was revised to make it clear that it only pertains to project impacts (including project specific material sources but not commercial pits. MDT anticipates several refinements to this specification as we get experience with it.
4. **Pulverization.** MCA would like to have the ability to use pulverized or crushed existing plant mix for traffic gravel. MDT will look into allowing this, but it will probably be on a project-by-project basis. Sequencing, ADT, base condition and other factors will need to be considered to determine when this use is acceptable.
5. **QPL.** The QPL has received very few inquiries. MDT will mail information about the process to MCA to send out in a newsletter.
6. **Bid Express.** MCA expressed concern that once Contractors begin using the Internet to bid, few will come to Helena and the MCA/MDT Technical Committee may suffer a lack of attendance. Discussion was held on using alternate meeting methods (polycom et.)
7. **Letting Schedule.** With passage of the Highway Bill, MDT anticipates the largest quarter of lettings in history.
8. **Traffic Control.** The Traffic Control Task Force Committee met on September 7. There are still issues and the committee will continue to work on solutions. The meetings will be held twice a year and MDT and MCA will alternate hosting and scheduling. The next meeting is February 9, 2006.
9. **Erosion Control.** The erosion control rate committee met August 25. MCA was reminded to submit comments or suggestions to their representative, Pat Bibeau.
10. **Utility Task Force.** This continues to be a very difficult issue. The utility committee will meet (without utility companies) this winter to develop proposals to bring to the utility companies. Legislation may also be necessary to solve these problems. MCA asked if MDT could do something with the specifications to provide relief in the short term (compensation for direct and indirect costs associated with utility relocation scheduling problems). Work on this issue will continue.
11. **Dates for Chip Seal.** MDT is proposing to change the date from May 1 to June 15. This will help to alleviate time being assessed in May if the weather is not conducive to seal coat work. Chipping may be allowed prior to June 15 by Change Order, at Contractor request if

the weather allows. MDT needs additional time (one more season) to study the gradation and its affect on the finished product. NCHRP Best Practices report supports the current specification. With uniform chips it is expected that it will save money and mix designs should be easier and more accurate. Consultants that are providing mix designs need to use the applicable specification.

NEW BUSINESS FROM MCA

1. Fuel Adjustment. MCA expressed concern with recent fuel price increases. The current specification allows an increase above 20% (if elected by the Contractor). The 20% limit was discussed and everyone is aware that it applies both to increases and decreases in price. MDT will consider a request to change the 20% if a specification revision request is submitted.

2. Subcontractor definition. There was some discussion on what constitutes a subcontractor (a purchase order versus a subcontract). MCA asked if a Bluetopper could be considered a supplier similar to owner operator truck drivers. This is a FHWA 1273 issue and FHWA will research and provide clarification on what the rules are.

3. Mag Chloride – Prime. MCA had concerns with obtaining compaction on bottom lift and preventing the movement of the gravel. It appears to possibly be related to Tack and Prime. Montana Refining Company would like to test a new product on a couple of projects. Toston turn lanes and Ringling were mentioned as possible candidates. MDT will discuss this internally. It may be a good subject for an official research project.

The next meeting will be **November 2, 2005**, beginning at 8:00 a.m. at the **MCA Office**.

DISTRIBUTION:

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